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INFORMATION REPORTS-E-C-R-E-T  
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COUNTRY	Poland	REPORT	
SUBJECT	Szczecin Harbor Installations	DATE DISTR.	17 June 1955
DATE OF INFO.		NO. OF PAGES	2
PLACE ACQUIRED		REQUIREMENT NO.	RD
		REFERENCES	

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This is UNEVALUATED  
Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

1. The DSU (East German Shipping and Trans-Shipping Center) barges that came into Szczecin (Stettin) had a mooring on the west bank of the Regalica channel. At this mooring document formalities were executed but no unloading was carried out. This mooring site was blocked off on the west from the Kaszubski Basin by a high concrete wall. This wall had watch towers on it. The entire mooring site was brightly lit up at night. 25X1
2. The airport located on the east side of Regalica Channel and south of the mooring mentioned in paragraph 1 was the Szczecin civil airport. This airport was also used for military training flights, but there were no indications that an air force unit was stationed at this field. 25X1
3. On the west bank of the Debicki canal a new concrete mooring wall was built. This part of the harbor was expanded and improved in 1950, but the construction work was not completed until 1952. This basin area had warehouses all along the sides of the sea walls. This basin had six new Czechoslovakian turret cranes. This basin was the Czechoslovakian basin in the Szczecin harbor. 25X1
4. At the northern point of the Ewa Island was the largest grain elevator in Europe. This grain elevator was built before 1939, and in 1954 it was used to handle the majority of the Polish grain imports.
5. The southeastern part of the Parnica canal, on the northern bank, was used as a coal harbor by the Poles.
6. The harbor facilities of the Zatokowa basin, located on the south bank of Gornoslaski Basin, was used primarily for the loading and unloading of phosphate.
7. The dock facilities on the west side of the Oder River, west of Grodzka Island, from Jana z Kolna Street to Powella Street, were used by the Poles as a coal harbor. This dock facility could only be used by ships of 3,000 tons or less.

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8. The southern part of dock facilities on the Dunczyca River, north of Ostrow Mielenski Island, were used for cattle loading and unloading. At the west end of the harbor facilities where Dunczyca River meets Debicki canal there was the central slaughter house for the Szczecin port.
9. In the Notecki Basin, west of Zatokowa Basin, there was a large warehouse for lumber storage. This basin was used primarily for lumber traffic.
10. The Warty Basin, east of Zatokowa Basin, had two medium-sized grain elevators which were from before 1939. The basin was also used for the processing of grain shipments.
11. The docks located on the tip northwest of the intersection of Kaszubski Basin and Gornoslaski Basin were made up of a large complex of fuel storage tanks. This entire complex was equipped to handle fuel shipments. The tanks and pump facilities which were located here were from before 1939.
12. At the point of land which juts into the Parnica River and is bounded to the east by the Przemyslowy canal there was a complex of prewar fuel storage tanks.

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